DEPARTMENT OF THE AIR FORCE
HEADQUARTERS OKLAHOMA CITY AIR LOGISTICS CENTER
TINKER AIR FORCE BASE, OKLAHOMA 73145-3018

TECHNICAL REQUIREMENTS DOCUMENT

(TRD)

CONTRACTOR LOGISTICS SUPPORT

FOR

KC-10A AIRCRAFT

09 Oct 97

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LOGISTICS SUPPORT

1.0 PURPOSE

1.1 This document describes the technical requirements under which the KC-l0 Contractor will operate during the period of the contract.

1.2 SYSTEM DESCRIPTION

1.3 The KC-l0A mission is to provide worldwide airlift and aerial refueling. There are fifty-nine (59) KC-l0A aircraft powered by three General Electric (G.E.) CF6-50C2 engines. Eighty-eight percent of the FAA Type Certified KC-l0A systems are common to its cousin the DC-l0-30CF (Convertible Freighter). The twelve (12) percent of KC-10 systems that are not common with the DC-l0-30CF include military avionics, a center line drogue, two wing mounted refueling pods (WARP) and a Aerial Refueling Boom (ARB), a seated aerial refueling operators station, a Universal Aerial Refueling Receptacle (UARRSI). With Increased Accommodation Units (IAUs) installed, the KC-l0A can carry up to seventy-five (75) passengers and approximately 170,000 pounds of cargo.

2.0 OBJECTIVE

2.1 PROVIDE CONTRACTOR LOGISTICS SUPPORT (CLS): Provide CLS support for fifty-nine (59) KC-10A Aircraft. Thirty-two (32) KC-10 aircraft are assigned to McGuire AFB, NJ, and twenty-seven (27) are assigned to Travis AFB, CA. Additionally, the contractor shall provide logistics support at two permanent Forward Supply Locations (FSLs) which are located at Ramstein AB Germany and Yokota AB Japan.

2.2 ORIGINAL EQUIPMENT MANUFACTURER (OEM) DATA AND SUPPORT: Establish an agreement with the appropriate OEMs that will allow the contractor to obtain approved data and technical support necessary to maintain the KC-l0 airframe, engines, accessories and systems so that their Federal Aviation Administration (FAA) type certification is not compromised. This agreement shall be in effect at the beginning of full scale performance. Receipt of data and support by the contractor must not compromise or adversely impact maintenance flow requirements or aircraft utilization and mission reliability requirement in paragraph 3.4.

2.3 UTILIZATION: There are two categories of KC-10 Utilization. They are peacetime/normal and wartime/contingency utilization. Both are best expressed in flying hours.

2.3.1 PEACETIME/NORMAL: The KC-l0 fleet of 59 aircraft is currently authorized 51,500 flying hours per year. Based on the above, the daily peacetime utilization of the KC-l0 will average 2.35 hours per day.

2.3.2 WARTIME/CONTINGENCY: This is a standby capability to support a defined operational requirement. Operations will range from 12 to 15 hours per aircraft per day, with a possibility for multiple sorties, and a duration for up to 120 days. The total standby wartime/contingency flying hour requirement is approximately 1,440 hours per aircraft, per year. Support for the wartime/contingency shall be in addition to the normal average utilization of 2.35 hours per aircraft per day on any given day within a contractually covered year.

3.0 OPERATIONAL SUPPORT

3.1 SERVICES AND SUPPLIES: Provide worldwide operations and logistics support with FAA certified parts and maintenance for the KC-10 fleet. This effort consists of three general categories of support as follows: (1) Logistics Integration and Support, (2) Engine Maintenance, (3) Aircraft Maintenance.

3.2 CONTRACTOR LOGISTICS AND MAINTENANCE SUPPORT: Intermediate and Depot Level Aircraft Maintenance tasks necessary to maintain the KC-l0 in a mission capable (MC) and airworthy condition shall be accomplished consistent with responsibilities assigned in Table 1A through 1D. Air Force technicians will normally provide all organizational level maintenance for the KC-10 at home station and deployed. When a KC-10 is NMC off station, the contractor shall provide world-wide commercial support to return the aircraft to a mission capable status. The commercial support may be in the form of supplying parts/support equipment or may require hands-on maintenance/troubleshooting. (In PEACETIME and WARTIME, in CONUS and ABROAD, in PEACE ZONES and in WAR ZONES).

TABLE 1A

RESPONSIBILITY *FUNCTION/TASK*	*USAF*	*CONTRACTOR*
A. MAINTENANCE: KC-10A 1. Preflight, postflight, combined preflight postflight, thru flight check(s) NOTE 1	X	
2. A-Checks (including Minor Corrosion Control)	X	
3. C-Checks		X
4. Structural Repair	X	
5. Remove and replace LRUs (aircraft/engine)	X	
6. Position/reconfiguration of engines and fan reversers NOTE 2	X	
7. Fuel Cell Maintenance (w/contractor assistance when required)	X	
8. On-aircraft troubleshooting w/contractor assistance when required	X	

9. Off-aircraft repair/ troubleshooting of LRUs, engines, and associated components		X
10. Organizational Level Modifications (TCTO Compliance)	X	
11. Major Modifications (TCTO Compliance)		*X
12. Wing Aerial Refueling Pod		
Removal/Installation	X	
Preserve/Depreserve	X	
Perform Minor Inspections/Troubleshooting/ MX /100 Cycle Inspections	X	
Perform Major On-Wing Inspections/MX		
200 Cycle / 1 - year Maintenance Requirements		X
500 Cycle Maintenance Requirements		X
1000 Cycle / 7 - year Maintenance Requirements		X
2000 Cycle / 7 - year Maintenance Requirements		X
5 - year LRU Removal and Replacement		X
Perform 1 - year Storage and Return to Service Checks		X
Perform 2 - year Storage and Return to Service Checks		X
Perform 3 - year Storage and Return to Service Checks		X
Perform 5 - year Storage and Return to Service Checks		X
Perform 10 - year Storage and Return to Service Checks		X

Note 1: C-Check contractor will perform preflight inspection upon delivery to the Air Force.

Note 2: Provide special tools, support equipment, test equipment, and technical assistance for Air Force technicians configuring engines/fan reversers issued from the COMBS for required positions.

*Note 3: The Air Force reserves the right to have modifications that are deemed necessary, due to their complexity, nature, or affected systems, accomplished by other contractors under separate contract.

TABLE 1B

RESPONSIBILITY *FUNCTION/TASK*	*USAF*	*CONTRACTOR*
B. COMBS 1. Identify, purchase, stock, store and issue spares/benchstocks and contractor furnished consumables		X
2. Sealant required for aircraft maintenance will be obtained from MOB (Air Force) base supply (PR1422, Mil-S-8802, etc.)	X	
3. Cartridges required for refueling hose guillotine will be obtained from MOB (Air Force) base supply (CCU-44B, ARD-863)	X	
4. Provide for, coordinate, manage off-site repair, inspection, and calibration of spares and associated components		X
5. Develop, operate, and maintain a supply ordering and inventory system		X
6. Maintain a Technical Publication Library		X
7. Provide transportation of CFE, spares, engines, and components To/From MOBs To/From Other Bases/(NMCS/AOG) To/From MOB Aircraft To/From TMO To/From FSLs	X	 X X X X
8. Provide an intermediate maintenance function for wheels, tires, and IAU batteries		X

TABLE 1C

FUNCTION/TASK	RESPONSIBILITY *USAF*	*CONTRACTOR*
C. SUPPORT EQUIPMENT		
1. Dispatch, daily service, and inspection		
Basic KC-10 SE	X	
KC-10 Peculiar	X	
GFSE	X	
2. Maintain, repair, calibrate, and prepare for shipment		
Basic KC-10 SE		X
KC-10 SE		X
GFSE	X	

TABLE 1D

FUNCTION/TASK	RESPONSIBILITY *USAF*	*CONTRACTOR*
D. MISSION SUPPORT KITS(MSKs)/ENROUTE SUPPORT KITS (ESKs)		
1. Identify, stock, store, inventory, pack, and issue MSK/ESK components/containers		X
2. Transport to/from Support Facility	X	

3.3 LOGISTICS INTEGRATION AND SUPPORT REQUIREMENTS

3.3.1 CONTRACTOR OPERATED AND MAINTAINED BASE SUPPLY (COMBS): Provide a COMBS at each MOB, manned and fully operational twenty-four hours a day, seven days a week.

3.3.2 FSL LOGISTIC SUPPORT: Provide logistics support at the two permanent FSLs to include the capability to store/maintain serviceable engine (s) and APU (s). Support will be available twenty-four hours a day, seven days a week. Manning will be a minimum of eight hours a day.

3.3.3 GOVERNMENT FURNISHED FACILITIES: The Air Force will provide required facilities of suitable size to support the COMBS and FSL requirements. Duties and responsibilities for housekeeping and real property management of all buildings furnished by the government will be assumed by the contractor.
See **ATTACHMENT "7"** for a listing of government furnished facilities.

3.3.3.1 GOVERNMENT FURNISHINGS: The Air Force will provide office furnishings and equipment for use in the COMBS and FSL's. See **ATTACHMENT "6".**

3.3.4 CONTRACTOR/COMMERCIAL SUPPORT

3.3.4.1 CONTRACTOR FIELD TEAMS: The contractor shall be capable of dispatching and maintaining a field team worldwide, the team composition must include FAA certified personnel to annotate in the aircraft maintenance forms the work that was completed and that the aircraft is airworthy. Aircraft records documentation will be in accordance with Technical Order (T.O.) 00-20-5.

3.3.4.1.1 After receiving PCO/ACO notification, the contractor will provide the Logistics Group and SPM a written copy of their plan of action to support the field team requirement.

3.3.4.2 COMMERCIAL SUPPORT

3.3.4.2.1 Provide world-wide commercial aircraft maintenance and spares support to NMC aircraft when requested.

3.3.4.2.2 Provide a single point of contact that will initiate commercial support activities when notified by the Tanker Airlift Control Center (TACC).

3.3.4.2.3 Notify ACO and the appropriate Weapon System Logistics Officer (WSLO) that a commercial support request has been requested/initiated.

3.3.4.2.4 Notify TACC of commercial support capability within 2 hours of initial notification, and provide the ACO/PCO/SPM a written copy of their plan of action for commercial support.

3.4 CONTRACTOR RELIABILITY STANDARDS: The contractor will meet the following:

SUPPLY	Non Mission Capable Supply (NMCS)	*NTE $\leq$ 3%
	Partial Mission Capable (PMCS)	*NTE $\leq$ 5%

OVER-THE-COUNTER FILL RATE

Expendable Items	≥ 80%
Non - Expendable Items	≥ 80%
Bench Stock Items	≥ 80%

SUPPORT EQUIPMENT (SE) STANDARDS

Basic KC-l0 SE	≥ 75% - SERVICEABLE + (EACH EQUIP TYPE)
KC-10 Peculiar SE	≥ 75% - SERVICEABLE + (EACH EQUIP TYPE)

*Note: Supply support effectiveness based on data gathered locally according to logistics status code specified in AFI 21-103 and it's attachments.

DEPOT DELIVERY STANDARDS

C-Check / Paint on time delivery rate	≥ 97%
Engine on time delivery rate	≥ 95%

3.4.1 USING COMMAND STANDARDS: The Air Force and the contractor shall integrate their efforts to meet the following logistics support goals.

Note: These standards represent the goals of the using customer Air Mobility Command (AMC) and they may request that these standards be changed from fiscal year to fiscal year as their requirements change.

Mission Capable (MC) Rate:	≥ 85%
Full Mission Capable (FMC) Rate:	≥ 77%
Partial Mission Capable (PMC) Rate:	≤ 8%
Non Mission Capable (NMC) Rate:	≤ 15%
Total Non Mission Capable Maintenance (TNMCM) Rate:	≤ 11%
Total Non Mission Capable Supply (TNMCS) Rate:	≤ 5%
0 - 4 Hour Fix Rate:	≥ 26%
0 - 8 Hour Fox Rate:	≤ 41%
0 - 12 Hour Fix Rate:	≤ 50%
0 - 24 Hour Fix rate:	≤ 67%
Cannibalizations Per 100 Sorties:	≤ 3%
Awaiting Parts (AWP) Rate:	≤ 10%

3.5 PROCURE, STOCK, STORE, AND ISSUE MATERIALS

3.5.1 PROCUREMENT OF MATERIALS: Provide and furnish all spare parts required for support of the KC-10 aircraft (including Government Furnished Equipment (GFE) provided components/kits), it's engines, APUs and associated support equipment. Ensure all kits/parts are ordered/received to assure compliance within the time frame required. Determine the range and quantity of spares in the COMBS at each MOB and FSL that are required to support the KC-l0 and meet the aircraft utilization and mission reliability criteria using a sparing model. The range and quantity of spares will be coordinated through the SPM for concurrence and PCO approval. (See **ATTACHMENT "2"** for list of materials)

3.5.2 SPARING METHODOLOGY: The contractor's sparing methodology shall be based on a minimum of one year's KC-l0 usage and flying hours for that year. Projection should be capable of forecasting minimum five-year requirements and will be updated yearly during the provisioning/technical review conference. This conference will be attended by technical and supply personnel who will evaluation material requirements for the KC-10. It shall take into account quantity per aircraft, MSKs, ESKs, item procurement times, shop flow times, depot condemnation rates, mission essentiality as identified in the Minimum Equipment Listing (MEL), applicable service bulletins which provide product improvements and/or new items that may be of economical value to the user. All of these areas should be applied to future flying hours to provide projections.

3.5.3 Provide a complete list of parts and a recommended list of reparable and benchstock spares by part number, noun, classification, mission essentially, quantity, base location, En route Support Kit (ESK)/Mission Support Kit (MSK) applicability, and recommended level adjustments to SPM. (See **ATTACHMENT "3"** for list of Benchstock materials) (A001) DI-ILSS-80134A/T

3.5.4 PARTS EXCHANGE PROCEDURES: Replacement parts and modification kits will be issued, complete with items refereed to as "Operator's Stock's" for the appropriate Service Bulletin, (i.e. mounting gaskets, replacement hardware, etc.). Issued items referred to as "Operator's Stock" will be limited to those listed as mandatory replacement items in the appropriate technical manual. Non- repairables, generally falling into the category of benchstocks, need not be returned for exchange. When simultaneous exchange of a non-serviceable for a serviceable item is not feasible due to deployment, the repairable component will be returned to the contractor as soon as possible. The contractor shall maintain a Due In From Maintenance (DIFM) record.

3.5.5 PARTS LEASING: Maintain capability to lease/purchase parts when required or requested. Maintain capability to acquire spare parts worldwide.

3.5.6 INSURANCE ITEMS: Upon request by the SPM, furnish, lease, or purchase insurance items, which are not included in the approved range and quantity of spare parts (i.e., major high-cost, long lead time parts not subject to normal attrition). Lease/buy will be coordinated with Logistics Group Commander (LGC), and approved by the PCO/ACO.

3.5.7 SPARE PARTS CONTROL: The spares inventory remains government property at the conclusion of the contract. The contractor will demonstrate serviceability of all spares upon conclusion of the contract and maintain a "Closed Loop" supply system which will assure the integrity of the Air Force owned inventories. In addition to these requirement, property will be controlled In Accordance With (IAW) the intent of the Federal Acquisition Regulation (FAR) Part 45.

3.5.8 BENCHSTOCK: Consumable's will be maintained by the contractor. The benchstock material will be in sufficient range and depth to support installation of on shelf assets, flight line maintenance, ESKs and MSKs.

3.5.9 AIR FORCE WARRANTY CREDIT: Identify, track, submit and recover whenever possible, warranty claims for the Air Force for parts and labor from all contract vendors, teams, and OEMs.

3.5.10 NON-EXHIBITED SPARES: Provide status for non-exhibited spares requisitions within twenty-four hours of request.

3.6 EN ROUTE SUPPORT KITS (ESKs)

3.6.1 The range and quantity of the COMBS inventory shall be maintained at a sufficient level to establish an ESKs for KC-l0 aircraft missions. The ESKs will be established on the basis of one kit for each four aircraft assigned to each MOB. Spares and kit parts will be issued in kit form. The Air Force shall obtain the ESKs from the COMBS by completing a hand receipt. (See **ATTACHMENT "9"** .)

3.6.2 The contractor shall make recommendations on the range and quantity of parts to be included in the ESKs. Adjustments (additions/deletions) to kit composition shall be based on the usage data and mutually agreed to by the contractor and Air Force. Spares for the ESKs are pulled from normal operating stock and are not in addition to the spares required for wartime and contingency operations. The contractor shall maintain the palletized containers currently in use and provide additional containers as required. Parts requested by the squadron during kit assembly in excess of the defined ESK shall not be cause for NMCS/PMCS penalties.

3.7 MISSION SUPPORT KITS (MSKs)

3.7.1 The range and quantity of the COMBS inventory shall be maintained at a sufficient level to establish an MSKs for sustained operations while deployed to a FSL other than Ramstein or Yokota. The MSKs will be established on the basis of five total kits which will be assigned by the ACO/PCO/SPM/LGC. Two (2) of the five MSK's are used to support the Ramstein and Yokota FSL's. These two kits may be redeployed at the direction of the ACO/SPM/LGC. The contractor may be required to provide logistics personnel to accompany the MSK during deployment. Spares and kit parts will be issued in kit form. MSKs will be isolated from, but rotated periodically with the COMBS shelf inventories. Appropriate benchstock items will also be included in each MSK. The Air Force will obtain the MSKs from the COMBS by completing a hand receipt. See **ATTACHMENT "10"** for list of materials.

3.7.2 The contractor shall make recommendations on the range and quantity of parts to be included in the MSKs. Adjustment (additions/deletions) to kit composition shall be based on the usage data and mutually agreed to by the contractor and the Air Force. Spares for the MSK shall be replenished from and be in addition to the spares required for normal peacetime, wartime, and contingency operations. The Air Force will provide suitable containers that will make effective use of the loadable area of a 463L cargo pallet and that will satisfactorily protect, secure and carry the kit contents. Parts requested by the squadron during kit assembly in excess of the defined MSK shall not be cause for NMCS/PMCS penalties.

3.8 RELIABILITY AND MAINTAINABILITY (R&M) / ITEM FAILURE REPORTING

3.8.1 Develop and maintain a Reliability / Maintainability program to track equipment failures and identify the need for product improvement.

3.8.2 Analyze data / information collected as a result of Item Failure Reporting (IFR) and Contractor Field Service Representative inputs. (A002) DI-RELI-80253/T

3.8.3 Failure data will be compared with mean time between failure (MTBF) or mean time between unscheduled removal data, as appropriate, for DC-10 Common Systems Commercial Data and KC-l0 Historical Data for KC-l0 peculiar systems. Identification of potential candidates for Product Improvement shall be submitted via letter to SPM (OC-ALC/LKRK).

3.8.4 ITEM FAILURE REPORT (IFR): The contractor shall Generate, receive, process, track and provide status on item failure reports. Maintain a historical file for all IFR's submitted and make those available through an on-line system if possible. (A003) DI-RELI-80253/T

3.9 PART PROCEDURES

3.9.1 PARTS OPERATIONAL READINESS: Prior to a part being available for issue from the COMBS, the contractor will depreserve parts that are received from vendors to insure that the parts are serviceable and that they have the required FAA documentation.

3.9.2 PARTS TURN-IN: Prepare (to include draining/purging), preserve, package, and route all unserviceable turned in parts to the respective vendor/repair facility for component repair/overhaul. Use of government facilities for draining/purging will be authorized. A memorandum of Agreement (MOA) between the COMBS and the LGC will detail the specific requirements for this effort and will be implemented at the begainning of full scale performance.

3.9.3 PRECIOUS AND SCRAP METALS: Accumulated critical alloy, precious, and scrap metals and parts will be stored and periodically processed and disposed of through the local Defense Reutilization Management Office (DRMO) or by local DCMC personnel when required.

3.9.4 INVENTORY MANAGEMENT: Establish and maintain a supply support requisitioning and accountability system. Any item requested from the COMBS shall be delivered to the Air Force only after receipt of a valid request.

3.9.5 SERVICEABILITY VERIFICATION OF REMOVED PARTS: All overhauled end items will be tested in accordance with applicable T.O.s or manufacturer maintenance manuals to assure serviceability prior to return to the COMBS. Modified or improved spares shall be equal to, or better than removed items and remain compatible with airframe and engine modifications, improvements, or changes incorporated in the KC-l0.

3.9.6 BEYOND ECONOMICAL REPAIR: Economically repairable end items or Line Replaceable Units (LRU) are defined as end items which can be restored to a serviceable condition in accordance with the applicable requirement when costs of repair will not exceed 75% of the current replacement cost. When estimated cost of repair exceeds 75%, direction will be obtained from the ACO/PCO/SPM prior to further action.

3.9.7 BEYOND FAIR WEAR AND TEAR: Damage to an aircraft or one of it's components will be investigated jointly by government and contractor personnel and failures will be handled as an over and above provided that there are no other liabilities indicated. The following list of beyond fair wear and tear scenarios will be considered when there are contractor claims for replacement/repair costs to replenish or return damaged/unserviceable components/equipment to service/inventory. The list includes:

1. Acts of God
2. Aircraft components lost in flight (Dropped objects)
3. Customer negligence, gross negligence, abuse, etc.
4. Accidents associated with customer operations/activities
5. Maintenance malpractice, misuse of tech data, improper wiring, improper installation, etc.
6. Consequential damage. Secondary damage resulting from a primary component failure.
7. War damage
8. Theft
9. Foreign Object Damage (FOD)
10. Inoperable parts not returned. Inoperable, damaged or trade-in parts not returned to the COMBS within thirty (30) days.

4.0 SUPPORT EQUIPMENT **SEE ATTACHMENT "5"**

4.1 SUPPORT EQUIPMENT MAINTENANCE: Provide maintenance, inventory, storage, and issue control for all SE, special purpose vehicles, special tools, and test equipment, to include overhaul, major and minor repairs, hardware replacement, and calibration on all KC-l0 support equipment. Support, test, and safety equipment shall be calibrated and maintained in accordance with manufacturer/vendor standards. Establish schedule for maintenance and calibration of all test and precision measuring equipment.

4.1.1 DEPLOYMENT OF SUPPORT EQUIPMENT: Prepare/configure/ defuel for shipment powered and non-powered SE for deployment/mobility contingencies. These actions do not include marking, weighing, processing, or palletizing the equipment.

4.1.2 The COMBS will comply with the documentation requirements for powered/non-powered aerospace ground equipment as outlined in T.O. 00-20-7.

4.1.3 Provide a consolidated support equipment list when requested by the LG/PCO.
(A004) DI-MGMT-80134A/T

4.1.4 Consumable's for daily maintenance/servicing of contractor furnished common and peculiar SE will be provided by the government. The following items shall be obtained from the MOB's (Air Force) Base Supply:

1. Mogas fuel MIL-G-3056D
2. Oil, jet engine, Mobile Jet II, 9150-913-971 7
3. Hydraulic fluid, SKYDROL 500B
4. Hydraulic fluid, MIL-H-5606A, MIL-H-6083
5. Solvent, FED PD 680 Type II (FSN 6850-00-637-6135)
6. Fluid, de-icing SAE 1424 type 1 SAE 1428 type II/III
7. Oxygen, compressed, gaseous, aviation breathing quality for onboard oxygen system.
8. Nitrogen, compressed, dry gaseous; used for servicing aircraft tires, accumulators, struts, etc.
9. Diesel fuel

Note: All hazardous materials will be stored and issued through the base pharmacy.

Note: If listed items are not available through base supply, items will be provided by the contractor and reimbursed by the government.

5.0 TRANSPORTATION REQUIREMENTS

5.1 Maintain overall responsibility for transportation and shipment of all materials. Shipment of materials shall not exceed 24 hours when requested for an off-station aircraft.

5.1.1 When commercial transportation is used, the contractor is responsible for delays, lost or damaged materials, and shall remain obligated to meet the performance requirements of this contract.

5.1.2 When government transportation is directed, ensure that all documentation, marking, labeling, preparation, packing/packaging are in accordance with appropriate government regulations and provide pick-up and delivery of all assets to/from Air Force Traffic Management Office/shipping function (TMO).

5.1.3 Shipment of any dangerous or hazardous materials will conform with Air Force Joint Instruction (AFJI) 24-210 when government transportation is used and the International Air Transportation Association (IATA) Manual when commercial transportation is used.

5.1.4 All classified/sensitive material/equipment shipments shall be handled in accordance with the appropriate DOD Industrial Security Manual and Air Force Instruction (AFI) 24-201.

5.1.5 Establish a supply and transportation priority system which meets or exceeds ATA Specification 200. Critical supply priority shipments shall be made by the most expedient means available to destination .

5.1.6 Provide at full scale performance a freight forwarding capability to expedite parts through foreign customs.

6.0 CONTRACT FIELD SERVICE REPRESENTATIVE (CFSR)

6.1 CFSR personnel will provide technical assistance and guidance to Support KC-l0 operations and maintenance. CFSR's must possess Federal Aviation Administration (FAA) certification in applicable area with a minimum of five-years KC-10/DC-l0 experience in area of assignment. Additionally, fuel system CFSRs must have a minimum of two years "in tank" experience. CFSR's at the two (2) FSL's will possess an FAA Airframe and Powerplant (A&P) certificates. The contractor shall provide Contract Field Service Representatives at each MOB as follows:

6.1.1 CF6-50C2 General Electric engines/engine systems.

6.1.2 KC-l0A aircraft/aircraft fuel and peculiar fuel systems.

6.1.3 KC-l0A electrical/communication/navigation/ avionics systems.

6.2 CFSR personnel shall provide support/expertise to Air Force organization level maintenance personnel related to his area of expertise, and shall be required to work with other CFSR's in order to solve complex maintenance problems. Specific tasks to be accomplished include, but are not limited to, the following:

6.2.1 Provide On-The-Job-Training (OJT) and informal classroom instruction in operation, line maintenance, installation, removal, and system troubleshooting with special emphasis to be placed on safety during any of these operations.
6.2.2 Provide instruction on the use of special tools, support, and test equipment.

6.2.3 Accomplish on-site repair of components when it is most advantageous for the Air Force and is within the capability and capacity of the FSR and MOB.

6.2.4 Provide technical guidance on applicability of design improvements, maintenance, and operational problems which have been reported by commercial operators.

6.2.5 Assist the Government in accident/incident investigation, when requested by the ACO/PCO/SPM/LG.

6.2.6 Participate in Air Force technical publication reviews.

6.2.7 Assist the Air Force in preparation of material deficiency reports similar to reports required by T.O. 00-35D-54.

6.2.8 Provide technical assistance and guidance as a member of MOB Unit Crash Recovery Teams as outlined in a Unit Memorandum of Understanding (MOU).

6.2.9 Participate in Functional Check Flights (FCF) and operational flights as directed by the LGC and Operations Group Commander (OGC).

6.2.10 Document or insure that required records (i.e. aircraft forms, historical records, etc..) have been properly documented, in accordance with T.O. 00-20 series instructions.

6.2.11 Submit CFSR Field Service Reports. (A005) DI-MGMT-81238/T

6.2.12 CFSR AVAILABILITY: CFSR support shall be available 24 hours a day, seven days a week. CFSR support personnel shall perform services at locations other than the MOB/FSL. CFSR shall travel in support of Distinguished Visitor (DV) missions (CFSR personnel are designated as equivalent to a GS-12 or a Field Grade Officer, for billeting and government facilities during travel).

6.3 PASSPORTS AND SECURITY: All CFSR personnel, logistics representative personnel and other applicable COMBS personnel assigned to each MOB shall obtain, through contractor resources, valid passports, Department of Defense (DOD) civilian identification and must comply with the security requirements listed in Industrial Security Manual, DOD Series Regulations, AFI 31-l0lVI and the appropriate contract Security Classification Guide. All CFSR and 50% of the COMBS personnel will possess a minimum of a secret security clearance.

7.0 ENGINE / AUXILIARY POWER UNIT (APU) / FAN REVERSER PROGRAM

7.l CONFIGURATION/LOCATION: A minimum of six engines shall be positioned at each MOB. The COMBS will maintain two engines in full Quick Engine Change (QEC) tail configuration and four engines in full QEC wing configuration. Maintain a minimum of three (3) spare APUs and two (2) sets of Fan Reversers at each MOB. Perform necessary depreservation and receiving inspections of engines/ APUs and fan reversers after they are received from a repair. Represerve any engines/components if corrosion could cause damage before installation on the aircraft.

7.2 ENGINE CONDITION MONITORING (ECM): The contractor shall provide a G.E. Aircraft Data Engine Performance Trending (ADEPT) Program (In-Flight Monitoring) to monitor engine deterioration for maintenance and schedule planning purposes. This program will require the Air Force flight crew to record data manually during the steady state cruise portion of each flight. ECM will include the requirements for an oil analysis program. The contractor will provide the Air Force with the necessary forms, kits, and specific G.E. instructions for recording engine data and for collecting oil samples. The data from these programs will be used by the contractor for his engine maintenance planning proposes.

7.3. DATA NOTIFICATION: The contractor shall immediately notify the appropriate LGC and SPM of any engine that has deteriorated to a level that will require maintenance.

7.4 ENGINE MAINTENANCE PROGRAM

7.4.1 The KC-10 engine maintenance program shall consist of depot level inspection and overhaul/repair of all CF6-50C2 engines (current quantity of 204), modules and QECs on an "as required" basis. The contractor shall overhaul/repair or have the CF6-50C2 engine modules and QEC at certified FAA repair stations. The contractor shall ensure engines shipped to the engine contractor will be accompanied with full explanation and supporting data verifying the reason for the engine removal.

7.4.2 Maintain and execute a maintenance plan that will achieve an average on-wing reliability for the KC-10/CF6-50C2 engines of a minimum of 2000 cycles and a twelve-month rolling average of 15 °C EGT margin for an High Pressure Turbine (HPT) overhaul or a minimum EGT margin of 20 °C for a full core overhaul in the test cell.

7.4.3 Maintain the CF6-50C2 engines/ QECs individual parts/ components integrity IAW latest revision of GE Engine Manuals/Specifications as approved by the SPM. The engines will be built up in complete QEC power plant package configuration, tested, trimmed, and ready for installation. The installed accessories/components are:

- Fuel control
- Fuel pump
- Fuel oil cooler
- Fuel tubing
- Fuel filter
- Fuel supply manifold
- Exhaust Gas Temperature thermocouples and cable
- Engine oil tank and tubing
- Oil filter
- Oil pump
- Scavenge oil filter and tubing
- Pressure oil external tubing
- Ignition exciters and cables
- Starter
- Fan Speed Sensor A
- Fan Speed Sensor B
- Variable Stator Actuators
- Core Speed Sensor
- Accessory Gearbox and Drive
- Upper Pylon Fire Seal
- Lower Pylon Fire Seal
- 14^{th} Stage Pneumatic Duct
- 8^{th} Stage Pneumatic Duct
- Oil Breather
- Hydraulic Pump
- Constant Speed Drive, Generator, and associated equipment

Note: Engine Fan (thrust) reversers are not part of the engine.

7.4.4 The contractor shall schedule all engines removed for repair or overhaul within 15 days of receipt, and notify the SPM of their induction date and repair schedule for each engine. The total amount of time for scheduling, repair, and return of an engine to its MOB will not exceed 60 days.

7.4.5 Maintain copies of the Tear down Deficiency Report and any FAA Form 337's for all engines/ QECs and accessories that require repair/overhaul and provide them to ACO/SPM when requested.

7.5 INSPECTION/IDENTIFICATION OF NON-REPAIRABLE COMPONENTS

7.5.1 On approval by the SPM and authorization by the ACO, any engine, QEC or accessory determined not repairable, or where the cost of repair exceeds 75% of the current replacement cost, will be exchanged for a new or like new QEC component from engine contractor or COMBS inventory. A recommendation on the replacement component will be made by the CLS contractor.

7.5.2 Dispose of all engine, QEC, and accessory components determined non-reparable in accordance with DCMC requirements.

7.5.3 Overhaul/repair the engine, engine components, QEC, and harness/components to a serviceable condition within 60 days. Specific tasks included, but are not limited to, disk/module removal/repair/ installation, component removal /repair/ installation and the necessary testing, test cell checkouts, inspection adjustments, receiving inspection, and necessary packaging for return shipment.

7.5.4 Comply with all mandatory G.E Service Bulletins, mandatory service actions, and applicable FAA Airworthiness Directives (AD) approved by the SPM/PCO/ACO. Notify the ACO/PCO/SPM of these requirements and provide a plan to meet them within the time required. Provide recommendations concerning non-mandatory bulletins, service actions and equipment improvements. Review and provide cost impact statements, effectivity and compliance level recommendations concerning service action incorporation and other equipment improvements. (A006) DI-MISC-81384

7.6 AUXILIARY POWER UNIT: The APU's maintenance program shall consist of depot level inspection, repair and overhaul of the Allied Signal TSCP 700 engine on an "as required" basis. These APU's must be worked at facilities that are appropriately certified FAA repair stations.

7.6.1 APU SCHEDULE/MAINTENANCE: Provide and execute a maintenance plan to repair/overhaul the APUs to the latest revision of the OEM technical data, or as requested by the ACO/PCO/SPM. The plan shall include provisions for review and recommendations for incorporation of OEM Service Bulletins, FAA Airworthiness Directives (AD) and other product improvements. This maintenance shall be in accordance with **APPENDIX "I"** .

7.7 ENGINE FAN REVERSERS: Develop and maintain a maintenance program that will repair/overhaul the Fan Reversers in accordance with **APPENDIX "F".**

7.8 MAINTENANCE RECORDS: Maintain copies of engine/APU/Fan Reverser maintenance data received from the overhaul/repair facility and provide them to the ACO/SPM when requested.

8.0 CONFIGURATION MANAGEMENT

8.1 CONFIGURATION STATUS ACCOUNTING MANAGEMENT: Maintain current configuration status accounting system (CSA) for all KC-l0 aircraft and serialized components. Maintain a computerized system that tracks hour and cycle accumulation, modifications, and service actions at both organizational and depot level. Cross-reference by Air Force fuselage number, OEM production sequence number, serial number, service action number, TCTO, AD, and modification number as requested. The system shall be updated on a daily basis and hard copy current status reports submitted monthly. Historical CSA report containing complete configuration status for the KC-10 fleet must be delivered biannually. System must electronically interface with the COMBS. An information back-up and recovery plan for CSA Shall be established. (A007) DI-CMAN-81253

8.2 The contractor shall track the status of all Service Actions upon receipt of the Service Action Review Board (SARB) results. Additionally, all service actions shall be tracked until installations are complete; then be placed in historical status. (A008) DI-MGMT-80368

8.3 Maintain the configuration of the KC-10 aircraft and its systems in accordance with KC-10 Detail Specification (DS) MDC 5500, Dated Feb 1980

9.0 DATA MANAGEMENT

Note: The contractor should provide on-line access to, or delivery of, their programmatic and technical data in digital form.

9.l Data required as a result of the KC-l0 program shall be integrated into an electronic form using software compatible with Microsoft Office 95 for delivery to OC-ALC/LKK. The data management system will include the following as a minimum:

(1) Inventory and locations of aircraft parts, engines, APUs, support equipment, boom assemblies, WARP components and supplies.

(2) Sparing Data

(3) Methodology of Reporting

(4) Usage Data

(5) Item Failure Reporting Status

(6) Reliability and Maintainability Status

(7) Funds Status (A009) DI-MGMT-81468

(8) Data Status/Schedule Reports

Note: The contractor may submit suggestions for additional topics for on-line data to the ACO/PCO/SPM.

9.2 MAINTENANCE DATA COLLECTION (MDC) SYSTEM: The current Air Force MDC system is GO81. A GO81 terminal and printer will be located in the COMBS facility near the parts counter. This is an Air Force maintained contractor operated terminal used primarily to input maintenance data. The contractor is responsible for updating all parts requisition numbers, parts receipts, parts issued, and parts transfers at occurrence into fields within screen 9039 and subordinate screens.

9.3 TECH DATA LIBRARY: The contractor shall maintain an up-to-date COMBS technical library consisting of, but not limited to, aperture cards, field service reports, engineering drawings, technical publications, KC-10 Technical Orders, vendor manuals, service actions, and TCTOs required to maintain the KC-l0, its associated equipment, and systems. (NOTE: The Air Force will initially provide the above, except for data pertaining to engines/QEC. Air Force will provide aperture card updates.)

9.4 MAINTENANCE TECHNICAL ORDERS AND MANUALS: The contractor shall initiate proposed changes to the KC-l0 T.O.s using AFTO Form 22 per T.O. 00-5-1.

9.5 DATA MANAGEMENT PROCEDURES: The contractor shall incorporate technical manual, technical data, and contractually required revision data received by the COMBS.

9.6 Ensure that C-Check and Engine Overhaul facilities, as well as FSL's acquire and maintain an up-to-date Technical Data Library consistent with the requirement of the contract tasking. At all supported facilities in which tech data libraries are required, the contractor shall appoint a Technical Order Distribution Officer (TODO) for Air Force Technical Orders. Instructions for this duty are governed by T.O. 00-5 series.

9.7 Document/transfer data to Air Force historical records from FAA Form 337 and any other maintenance documents IAW T.O. 00-20-5.

10.0 CONTRACTOR SUPPORT TO THE AIR FORCE

10.1 CONTACTOR SUPPORT: Support annual Program Management Review (PMR), Maintenance Steering Group (MSG), Provisioning/Item Management Conference, ESK/MSK Reviews, Support Equipment Working Group, Engine/APU Service Action Review Board (SARB) as directed by the SPM. Additionally, provide minutes of these meetings when directed by the ACO. (A010) DI-MGMT-80505

11.0 HAZMAT / POLLUTION PREVENTION REQUIREMENTS

11.1 Comply with all local, state, and federal environmental regulations while fulfilling the contractual requirements. Additionally, the KC-10 and its components shall be maintained and supported in a manner that, consistent with accomplishment of other objectives stated in the SOO/TRD, optimizes elimination/reduction of Hazardous Materials (HAZMATs), controls HAZMATs not eliminated, and promotes proactive pollution prevention and the use of environmentally friendly materials and processes. The contractor is encouraged to notify the Government whenever they believe an environmentally friendly COTS substitute material or process is feasible for use on this program. Where considered essential, specific approval has been obtained to require the use of the following ODSs in the specified annual quantities:

Substance	Application / Use	Quantity (lbs)
CFC-12	Fire Extinguisher	38 lbs
Halon 1211	Fire Extinguisher	7300 lbs
Rain Repellant	Pilots Windscreen	8 lbs

Note: The contractor shall notify the Government if any Class I ODS not specifically listed above is required in the performance of this contract.

12.0 KC-l0 AIRCRAFT MAINTENANCE, REPAIR, DEPOT LEVEL MAINTENANCE, MODIFICATION, TIME COMPLIANCE TECHNICAL ORDER AND COMPONENT OVERHAUL

12.1 GENERAL INFORMATION: The contractors maintenance/C-check facility must possess and maintain the appropriate repair station certifications under FAR Part 145 for inspecting, repairing, maintaining and modifying the KC-10 aircraft. All maintenance and service actions performed on KC-10 aircraft and its associated systems must be in accordance with FAA regulation in order to maintain the FAA Type Certification. This facility must provide hangar space that will park four (4) KC-l0 aircraft inside at the same time, and a minimum of four (4) outside during maintenance. Also provide engineering support for C-check maintenance, repairs, modification design and development, and paint when requested by the SPM/PCO through the ACO.

12.1.l Basic C-Check inspections shall be accomplished within nine (9) days using T.O. 1C-10(K)A-6. Additional work requirements (Over & Above) discovered during inspections will be negotiated through the ACO.

12.1.1.1 Schedule aircraft into C-Checks and provide a schedule and schedule changes to the ACO/PCO/SPM as soon as these changes are known and upon request. Coordinate with MOB COMBS facility all C-Check schedules, verify related requirements, input/output fuel requirements, service action kit requirements, special items, and activities. See **ATTACHMENT "4"** for schedule.
(A011) DI-ILSS-80234A

12.1.1.2 When a scheduled depot delivery date may not be met the ACO/PCO/SPM and the using activities LGC shall be immediately notified, with a description of the problem that delayed delivery and a new delivery date.

12.1.1.3 Provide for complete KC-10 refinishing and paint touch-up including scuff sanding through complete aircraft paint removal. This will include all required metal treatments to remove and/or prevent corrosion. See **APPENDIX "E"** for additional instructions and a list of materials and decals to be used.

12.1.1.4 Perform fuel cell troubleshooting and repair including tank entry tasks.

12.1.1.5 Jack, level, and perform weight and balance of KC-l0A's in accordance with T.O.'s l-1B-40, T.O.1-lB-50, T.O. lC-l0(K)A-2-7, and T.O.1C-10(K)A-5, making appropriate documentation in the aircraft forms and records.

12.1.1.6 Accomplish service actions, including urgent action and immediate action TCTOs that are received while the aircraft is in the contractor facility when directed by the PCO. Provide a plan to accomplish non-routine maintenance tasks. Perform major structural repairs and interior refurbishment.

12.1.1.7 Provide common support equipment to accomplish inspection/maintenance. Peculiar ground support equipment will be provided by MOB COMBs when required.

12.1.2 The contractor is responsible for providing configuration status accounting information on work accomplished through detailed documentation, monitoring, and reporting (see paragraph 8.1).

12.1.3 AFTO FORM 103: During C-Check inspections and maintenance AFTO Form 103 work requests should not be processed and worked until approved by the SPM/PCO and authorized by the ACO. The SPM will provide the approved 103's to the ACO in sufficient time for proper planning of the requested work.

12.1.4 FUEL, OIL, AND LUBRICANTS: The contractor will provide all Fuel, Oil, and Lubricants required during inspections, maintenance, engine run-ups, and Functional Check Flights (FCF).

12.1.5 KC-l0 INTERIOR AND EXTERIOR: Repair/refurbish KC-l0 Increased Accommodation Units (IAU) when directed by the ACO. Emphasis will be placed on protecting the interior and exterior of the aircraft during the time that it's in the contractors possession, including polished surfaces, carpets, and furnishings of the aircraft.

12.1.6 DISCREPANCIES OUTSIDE WORK REQUIREMENTS: Discrepancies found outside the inspection card requirements which are not required to be corrected by the ACO, will be deferred to unit maintenance and will be entered in the appropriate aircraft records. If required, parts will be ordered through the appropriate COMBS for installation at the MOB.

12.1.7 Recommendations for improvements, additions, deletions, deferment of work requirements will be coordinated through the ACO and forwarded to the PCO/SPM for approval.

12.l.8 Develop a plan for Maintenance Acceleration/Compression requirements in accordance with **APPENDIX "A".**

12.1.9 KC-10 Aircraft drop in maintenance requirements are detailed in **APPENDIX "B".**

12.2 ACCESSORY AND COMPONENT RE-USE, REPAIR, REPLACEMENT, REMOVAL, AND INSPECTION

12.2.1 All components will be overhauled and repaired by FAA approved sources using OEM technical data. When replacing components the contractor will replace them with new or repaired parts that are certified airworthy.

12.2.2 All component defects found during performance of work, which are considered to be sufficient to require grounding, will be reported to the ACO/PCO/SPM and both LGC's.

12.2.3 Provide a KC-l0 boom inspection/repair/overhaul program in accordance with the requirements of **APPENDIX "D".**

12.2.4 Provide a KC-10 wing aerial refueling pod inspection/repair/overhaul program in accordance with the requirements of **APPENDIX "H".**

12.2.5 Provide KC-10 Landing Gear inspection/repair/overhaul program in accordance with the requirement of **APPENDIX "J".**

12.3 TECHNICAL DATA

12.3.1 Copies of deviations from instructions (Engineering Orders) for repairs outlined in KC-l0 technical data shall be forwarded to the SPM engineering (LKRK). (A012) DI-MISC-81384

12.3.2 Comply with T.O. 00-5-1 AF Technical Order System, T.O. 00-5-2 Technical Order Distribution System, and T.O. 00-5-15 Air Force Time Compliance Technical Orders System.

12.4 DEPOT MAINTENANCE DATA

12.4.1 MAINTENANCE RECORDS, FORMS, AND PUBLICATIONS: The forms listed below will be kept current, or initiated by the contractor in accordance with the technical orders listed in Column 3 . These forms will be maintained from the date the aircraft is received by the contractor to the date of Government acceptance.

FORM NUMBER	FORM TITLE	APPLICABLE DIRECTIVE
DD Form 365 Series	Record of Weight & Balance	1-lB-40, 1-lB-5O and Applicable KC-10 Tech Data
AF Form 2691	Aircraft/Missile Equipment Property Report	AFI 21-103 and T.O. 1C-l0 (K)A-21
AFTO Form 781 Series Forms	Aircraft Flight Data Records	T.O. 00-20-5
AFTO Form 95	Significant Historical Data	T.O. 00-20-5
FAA Form 337	Major Repair and Alteration Record	FAR Part 43 APP B FAR Part 145
DD Form 254	DOD Contract Security Classification Specification	AFR 205-4
AFTO Form 290	Aerospace Vehicle Delivery Receipt	T.O. 00-20-1
AF Form 2692	Aircraft/Missile Equipment Transfer/Shipping List	AFI 21-103

12.5 DEPOT SECURITY

12.5.l Comply with DD form 254, Contract Security Classification Specification. Directions and DD Forms 254 attached to this document. **(ATTACHMENT "11")**

12.5.2 If classified equipment is on board the aircraft upon arrival, the contractor will have a secure storage area in compliance with AFI 33-201. Personnel handling this equipment will have the appropriate security clearance.

12.5.3 During Depot Level Maintenance, the KC-l0 aircraft will be provided random security patrol surveillance 24-hours a day. The aircraft perimeter will be cordoned off and placarded "NO ENTRY--SECURED AREA."

12.6 RECEIPT OF AIRCRAFT AT DEPOT FACILITY

12.6.1 INVENTORY/INSPECTION: Inventory each aircraft upon arrival against property listed in the aircraft inventory records, AF Form 2692, and supplements thereto. Record and process property inventory accountability and shortages IAW AFI 21-103 and applicable -21 T.Os. This inventory will be accomplished jointly with the DCMC and Air Force representatives.

12.6.2 Acknowledge receipt of the aircraft using AFTO form 290.

12.6.3 Remove, tag, and store loose equipment in a secure location. Loose equipment shall not be repaired or overhauled unless directed by the SPM through the PCO. Removed equipment shall be reinstalled on the same aircraft as removed.

12.6.4 Prior to acceptance of the aircraft, a maintenance debriefing will be conducted by the contractor with the Air Force Flight crew to identify all defects listed in AFTO 781 series forms. All in-flight discrepancies will be reported to the assigned MOB COMBS facility.

12.6.5 Discrepant parts (reparable/non-reparable) replaced by the contractor during C-Check will be tagged and returned to the MOB COMBS. Parts requirements for in flight discrepancies and requirements generated during C-Check inspection shall be coordinated through the MOB COMBS.

12.7 SPECIFIC WORK REQUIREMENTS

12.7.1 Establish, monitor, and maintain a safety program in accordance with the attached Safety **APPENDIX "C"** .

12.7.2 Maintain a work force and facilities in which continuing training required for particular KC-l0A systems and subsystems is available and on going.

12.8 FINAL PROCESSING (TURN OVER) OF C-CHECK AIRCRAFT

12.8.1 Each aircraft shall be thoroughly cleaned and inspected for Foreign Object Damage (FOD) in all areas where work was accomplished. Special attention will be given to control and removal of tools, foreign objects such as metal filings, chips, loose hardware, safety wire, etc.

12.8.2 The contractor shall notify the ACO/SPM/MOB COMBS 48 hours prior to inspection/ maintenance completion to allow for Air Force flight crew preparations.

12.8.3 Perform and document pre-flight inspection IAW T.O. lC-10(K)A-6WC-l. Assist the flight crew in accomplishing preflight inspection.

12.8.4 ACCEPTANCE/FUNCTIONAL CHECK FLIGHT: Unit LGC/OGC will determine FCF requirements. Aircraft requiring FCFs will be flown by Air Force FCF qualified flight crews. Crew arrangements will be made through the ACO unit LGC/OGC at least 72 hours prior to a scheduled FCF. All records, forms, and publications received with the aircraft will be delivered to the flight crew prior to the preflight inspection before FCF/aircraft delivery.

12.8.5 FORMS PREPARATION

12.8.5.1 When an FAA Form 337 has been completed, in addition to the requirements of FAR Part 43, it will include a list of all service actions, and if any of these changes had any effect on aircraft weight and balance. (Weight and balance is not required on FAA form 337). Weight and Balance changes will also be documented IAW T.O. l-lB-40 and 1-lB-50. FAA Form 337 distribution will be in accordance with FAR Part 43 and one additional copy of the completed form will be forwarded to the SPM and the ACO. Additionally, the contractor is responsible for preparation of DD Form 250.

12.8.5.2 Prepare AF Form 2692 IAW AFI 21-103 for all equipment installed, relocated, or removed.

12.8.5.3 Provide a copy of the deferred inspection work cards to the ACO/PCO/SPM/LGC prior to release of aircraft to the flight crew.

12.9 TECHNICAL ORDERS AND OTHER DIRECTIVES

12.9.1 Applicable T.O.s: The technical data and directives listed below do not reflect the latest changes or supplements, refer to the AFR 0-2 for that information.

T.O. NUMBER	DATE	TITLE
00-20-2	1 Aug 88	Maintenance Data Collection System
00-20-5	1 Sep 85	Acft Flight and Maintenance Records
AFMAN 23-110 Vol 6 AFM 67-1 Vol 6	Nov 94	Conservation, Segregation, and Disposal of Critical Alloys and Precious Metals

1-1-3	20 Jul 87	Preparation, Inspection, and Repair of Aircraft, Fuel Tanks
1-1-300	15 Jul 87	Acceptance/Functional Check Flight and Maintenance Operational Checks
l-1B-40	1 Jan 83	Weight and Balance
1-lB-50	1 Mar 83	Weight and Balance
1C-1-71	1 Sep 77	Listing of Cargo Tie-Down Equipment
1C-10 (K)A-01	1 Mar 83	KC-10A List of Applicable Publications
33-1-37	1 Sep 87	Joint Oil Analysis Program

NOTE: A complete listing of KC-l0 technical orders is located in the list of applicable publications.

13.0 CONTRACTOR PHASE IN

13.1 To ensure a smooth transition in the change of work effort from the incumbent contractor to the follow-on contractor, the incumbent shall support an orientation period as follows:

13.1.1 Observe work accomplishment by current employees.

13.1.2 Become thoroughly familiar with work requirements and work procedures.

13.1.3 Complete personnel requirements (work force) including the hiring of personnel to assure satisfactory performance beginning on the contract start date.

13.1.4 Soliciting personnel for employment during their duty hours is prohibited unless interview arrangements are made through the appropriate contracting and personnel offices.

13.1.5 Obtain security clearances, if required.

13.1.6 Complete training requirements and accomplish necessary training of contractor personnel.

13.1.7 Complete the development of necessary work plans/procedures.

13.1.8 Complete the development of quality control plans and procedures.

13.2 The follow-on contractor must include this orientation period in their phase-in schedule that is presented to the Government pre-award survey team.

13.3 The follow-on contractor will be allowed access to the facilities to familiarize supervisors, key personnel and staff with equipment, reporting, work scheduling and procedures. However, such access will not interfere with the production efforts of incumbent contractor personnel. To preclude such interference, arrangements for access to the Government facilities will be made with the WSLO. Access will be limited to the following categories of personnel:

13.3.1 Contractor supervisory and clerical personnel.

13.3.2 Contractor equivalent of a Government supply clerk.

13.3.3 Contractor foreman level personnel will be permitted access to observe operations, work flow, priorities, scheduling, equipment handling, storage, parts, safety, security, etc.

14.0 PHASE-OUT

14.l If there is a change in contractor or if the operations reverts to in-house, the incumbent contractor will provide familiarization to the Government or the follow-on contractor, whichever the case may be. During the phase-in familiarization period, the incumbent will be fully responsible for continued operations in accordance with this TRD.

-- END --